



International Civil Aviation Organization

The 10th Meeting of the FANS Implementation Team for South-East Asia (FIT-SEA/10) and the 17th Meeting of the South-East Asia ATS Coordination Group (SEACG/17)

Singapore, 24 – 27 May 2010

Agenda Item 2: Central Reporting Agency

REPORT OF FIT-SEA CRA

(Presented by Japan)

SUMMARY

This Working Paper presents Periodic Status Reports on the ADS/CPDLC operations conducted both in the Singapore and Ho Chi Minh FIRs. This paper also provides the Problem Report processed by the Central Reporting Agency-Japan since FIT-SEA/9 meetings. These reports were prepared solely based on the data and information provided by the Civil Aviation Authority of Singapore and the Civil Aviation Administration of Viet Nam.

1. BACKGROUND

1.1 The Central Reporting Agency (CRA)-Japan was designated as FIT-SEA CRA by FIT-SEA, and has been supported by Air Traffic Control Association-Japan.

1.2 The FIT-SEA CRA has been providing the CRA services according to the Term of Reference (TOR) that was agreed upon by the third meeting (FIT-SEA/3) held in November 2005.

1.3 FIT-SEA/5 held in January 2007 agreed to the arrangement for the Phase 1 operational trial of data link, and the trial was commenced at 0001 UTC on 15 March 2007.

1.4 FIT-SEA/6 held in May 2007 agreed to the arrangement for the Phase 2 operational trial of data link, and the trial was commenced at 0001 UTC on 2 August 2007.

1.5 FIT-SEA/7 held in January through February 2008 agreed that the Phase 2 operational trial of data link was to be migrated to the full ADS/CPDLC operations. The ADS/CPDLC regular operations were commenced on the eight oceanic RNAV routes of L625, L628, L642, M765, M768, M771, N500 and N892 in the Ho Chi Minh FIR from 10 April.

1.6 The FIT-SEA CRA has been receiving data and information concerning ADS/CPDLC system performance and Problem Reports (PRs) from the Civil Aviation Authority of Singapore (CAAS) and the Civil Aviation Administration of Viet Nam (CAAV).

1.7 This paper presents the status of ATS data link operational performance and the summary of PRs provided solely by CAAS and CAAV in accordance with the established procedures.

2. DISCUSSION

2.1 Since FIT-SEA/9, fortunately or not, the CRA-Japan has not received any PRs for the past 12 months at all from the Stakeholders.

2.2 The PowerPoint charts contained in **Attachment** to this paper shows each item and data link system analyses to be covered.

3. RECOMMENDATIONS

3.1 The meeting is invited to:

- a) review the information contained in the system performance analysis of this paper;
- b) encourage FIT-SEA Stakeholders to continue to provide reports of any anomalies that they might experience. Prompt and full reporting of such events to the FIT-SEA CRA will allow any deficiencies to be identified and rectified.

- END -

FIT-SEA CRA Reports

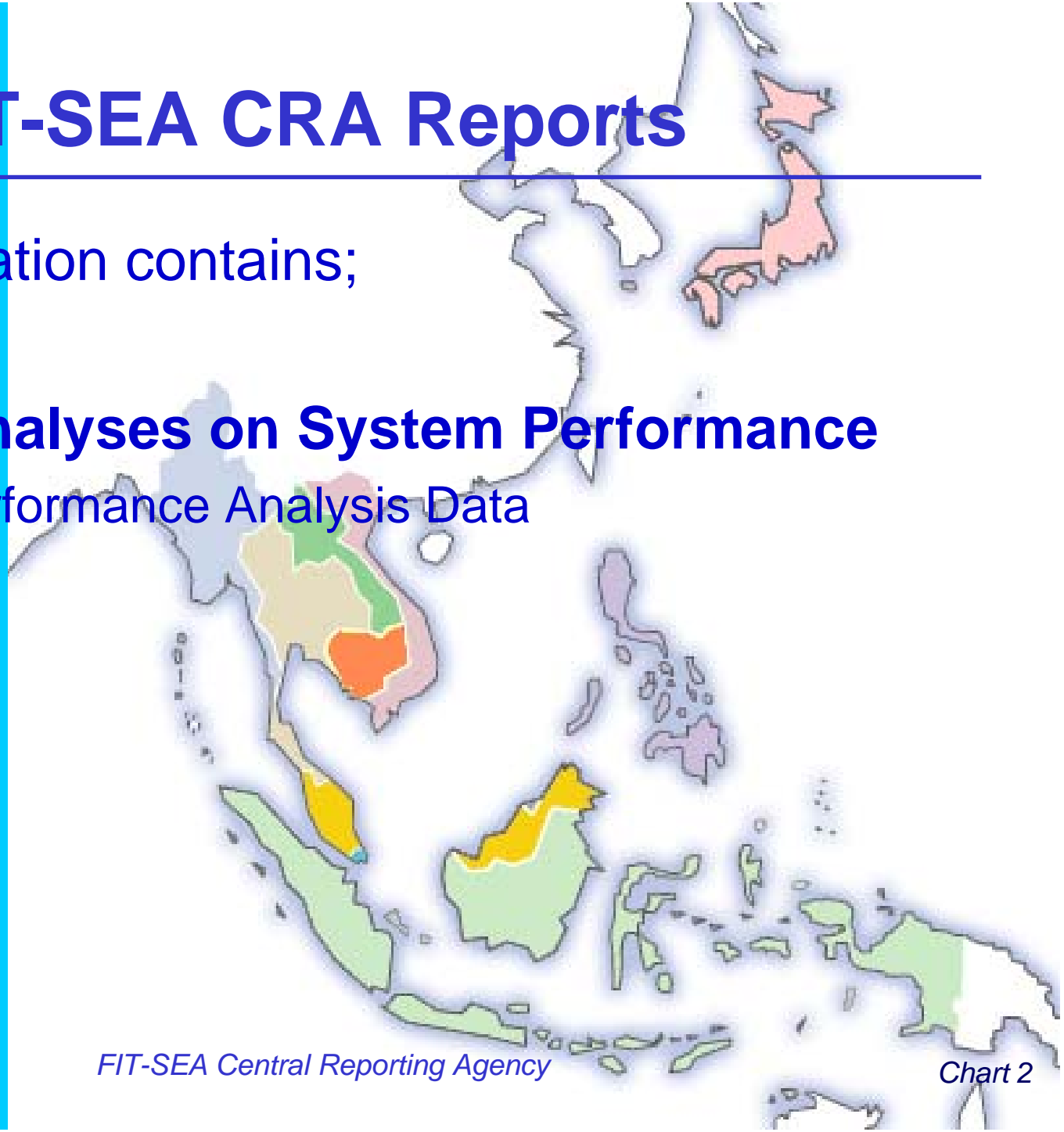
FIT-SEA10
Singapore
24 May, 2010

FIT-SEA CRA Reports

This presentation contains;

Statistic Analyses on System Performance

System Performance Analysis Data

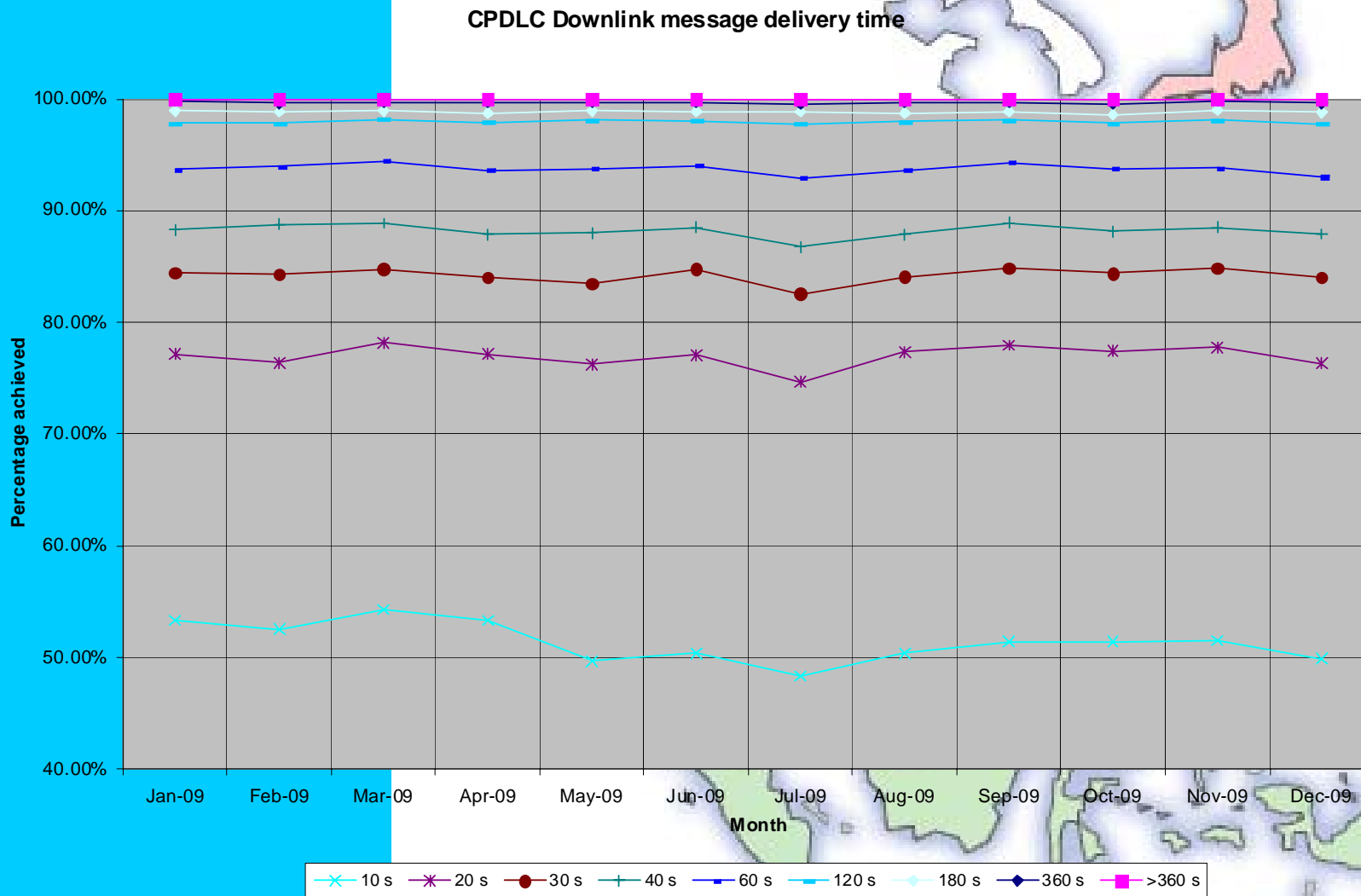


CPDLC System Performance

- In this section, we provide CPDLC system performance on:
 - + CPDLC Down-link Performance
 - + CPDLC Up-link Performance
 - + CPDLC Up-link Message Success Rate
 - + Auto Transfer Success Rate

CPDLC Down-link Performance

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One-way Trip Time: Difference of time-stamps between the avionics and ground systems

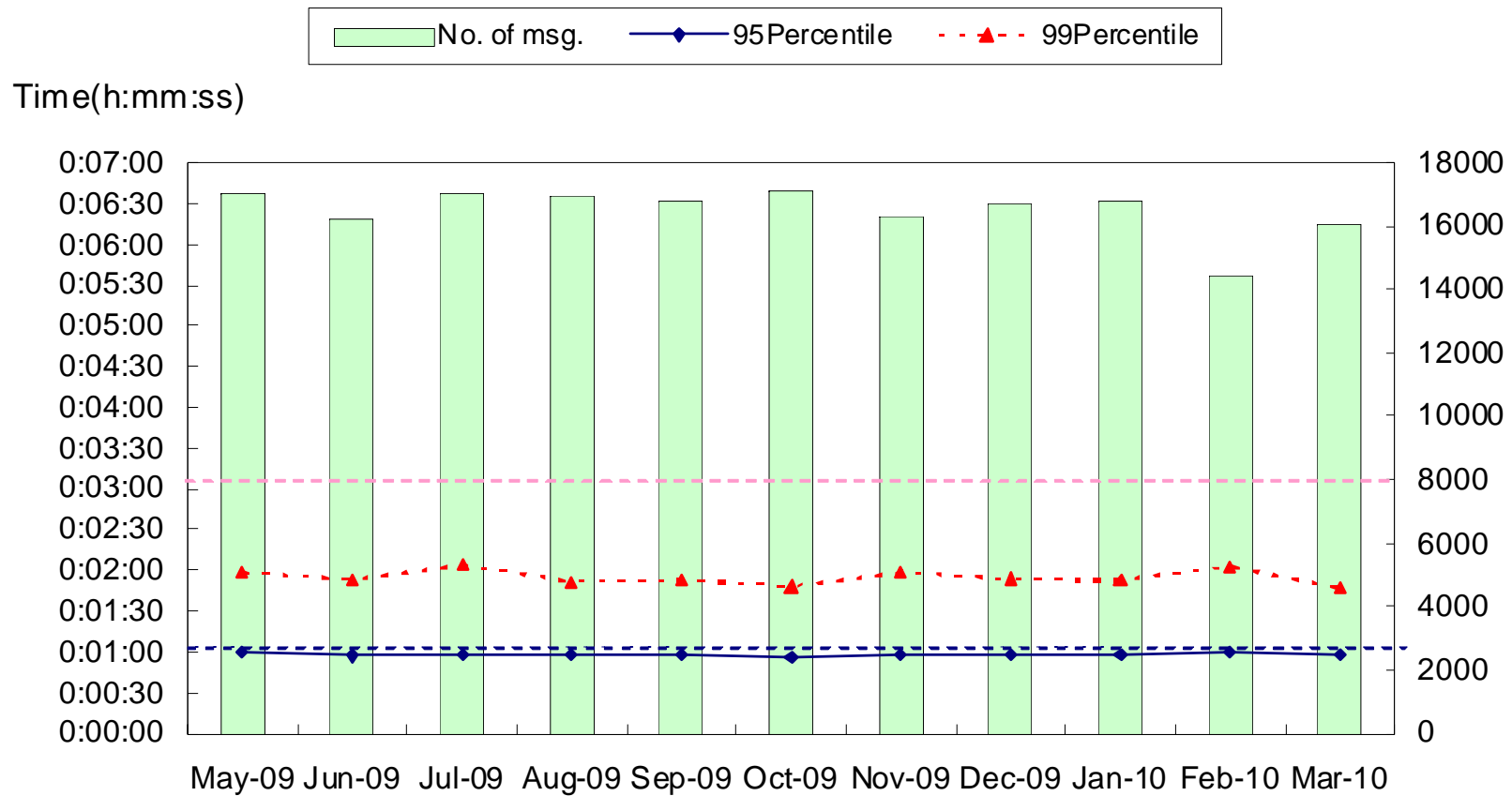
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Chart 4

CPDLC Down-link Performance

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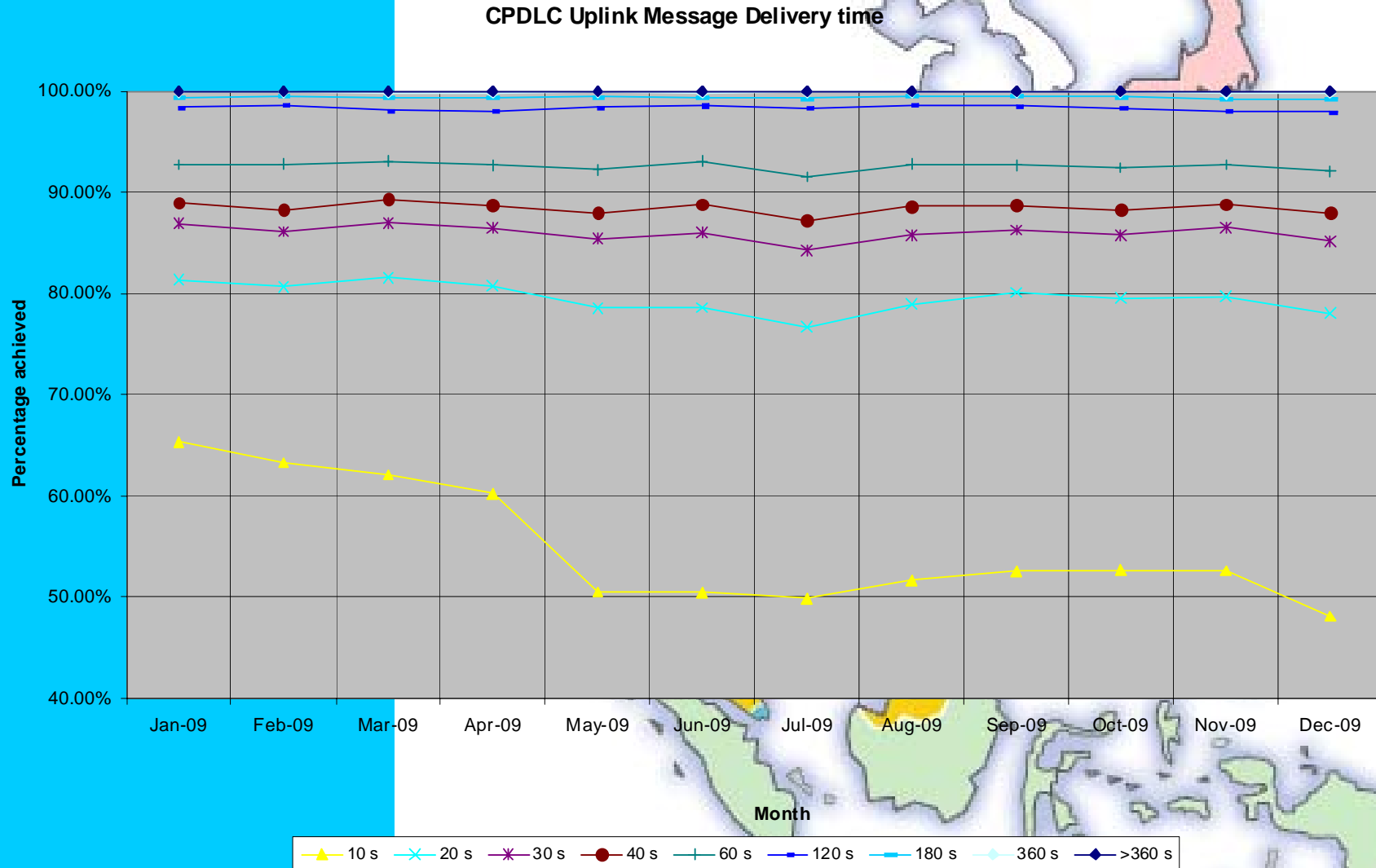
(Fig.) CPDLC Downlink 95 & 99 Percentile



One-way Trip Time: Difference of time-stamps between the avionics and ground systems

CPDLC Up-link Performance

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Round Trip Time: Transit-delay-time from time-stamp of up-link to receipt time of MAS

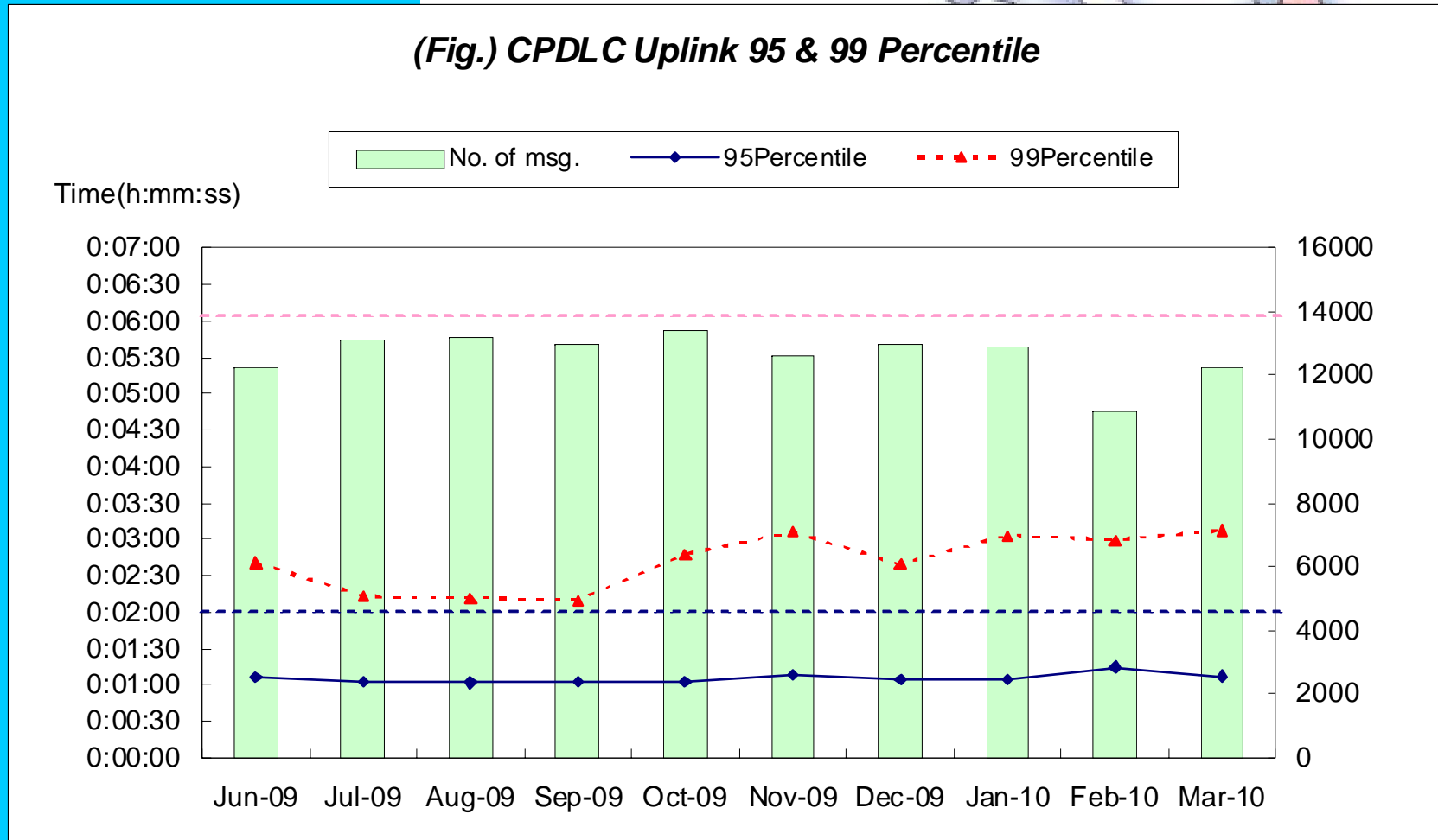
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Chart 6

CPDLC Up-link Performance

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(Fig.) CPDLC Uplink 95 & 99 Percentile



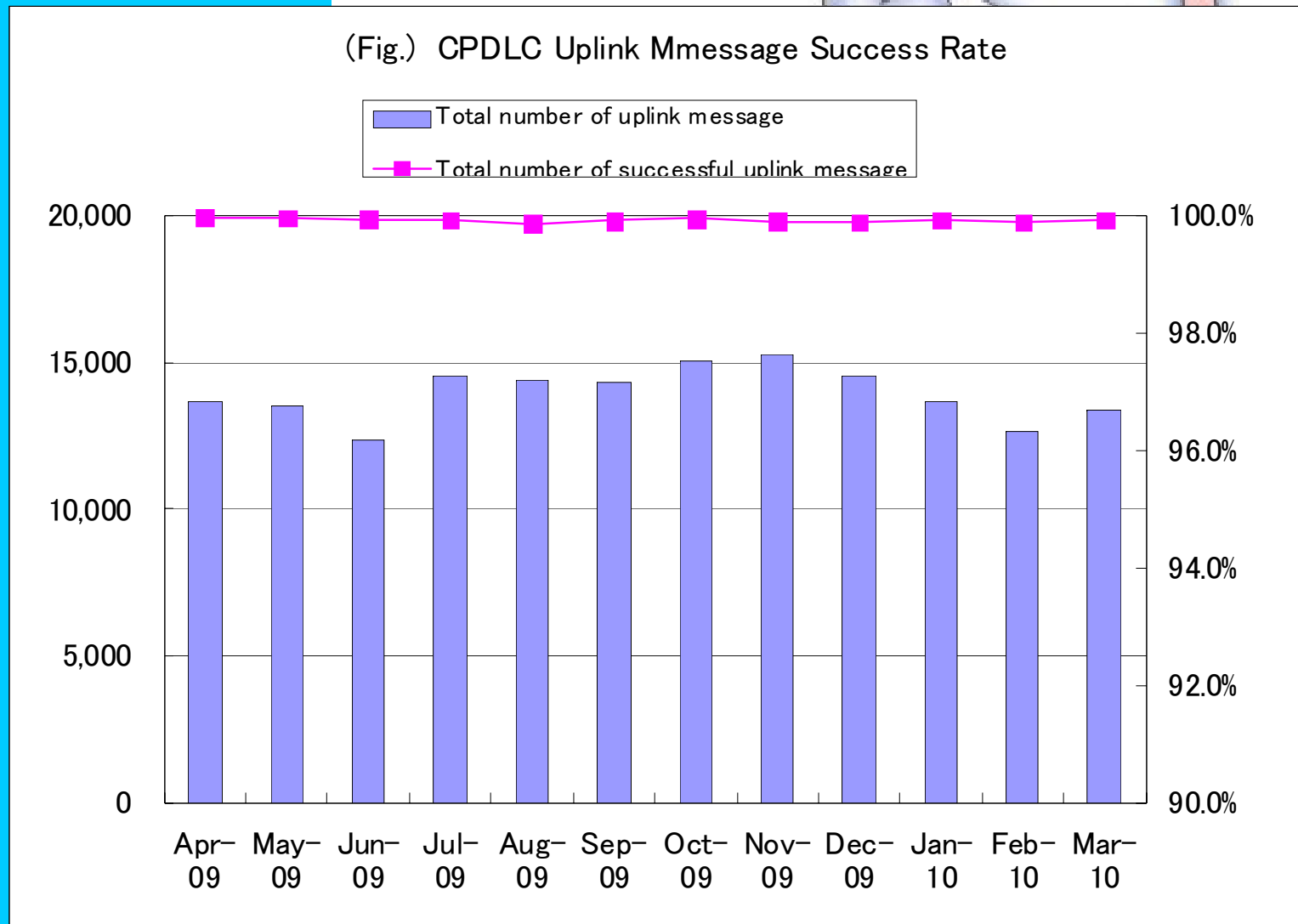
Round Trip Time: Transit-delay-time from time-stamp of up-link to receipt time of MAS

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Chart 7

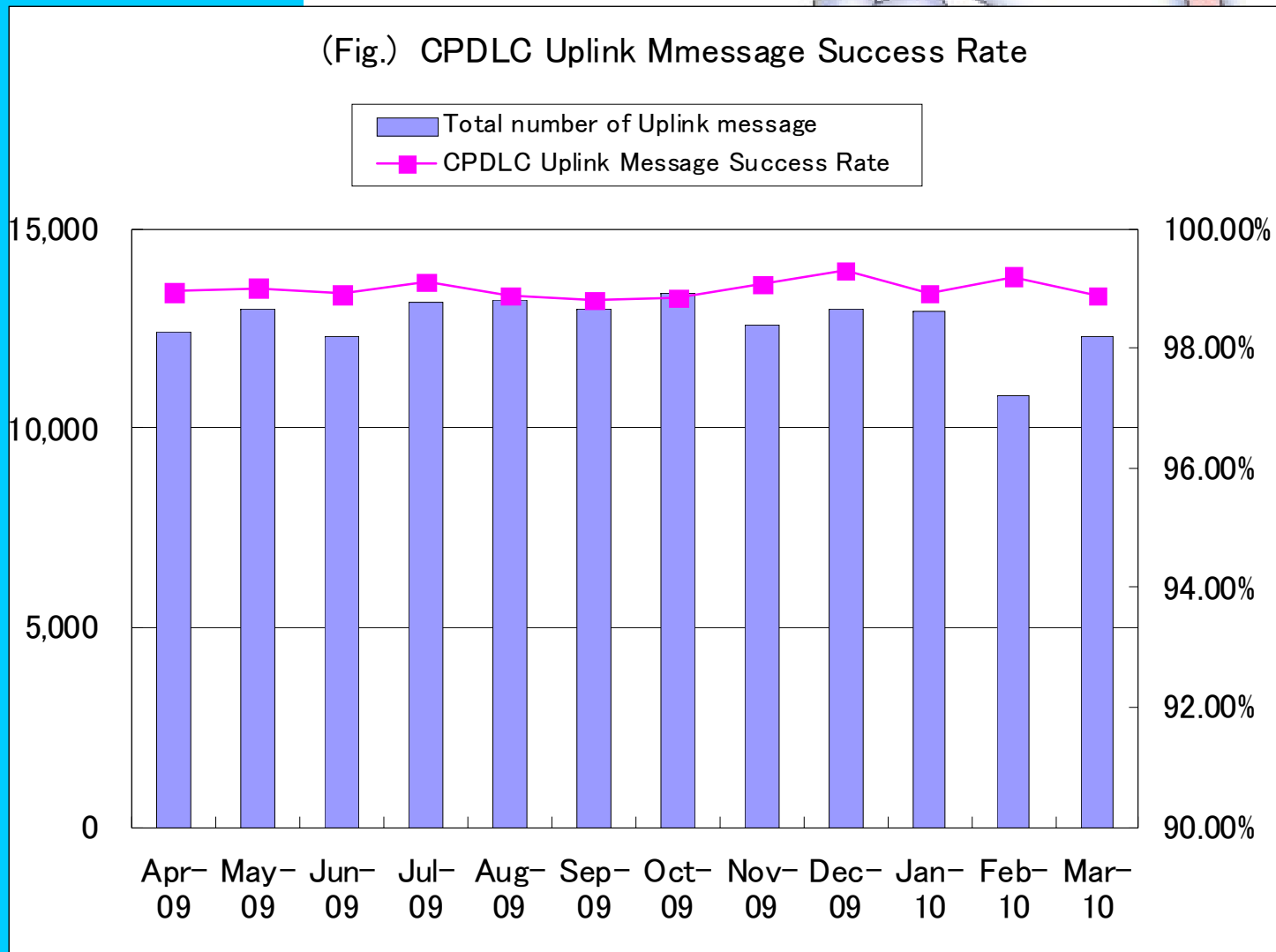
CPDLC Up-link Message Success Rate

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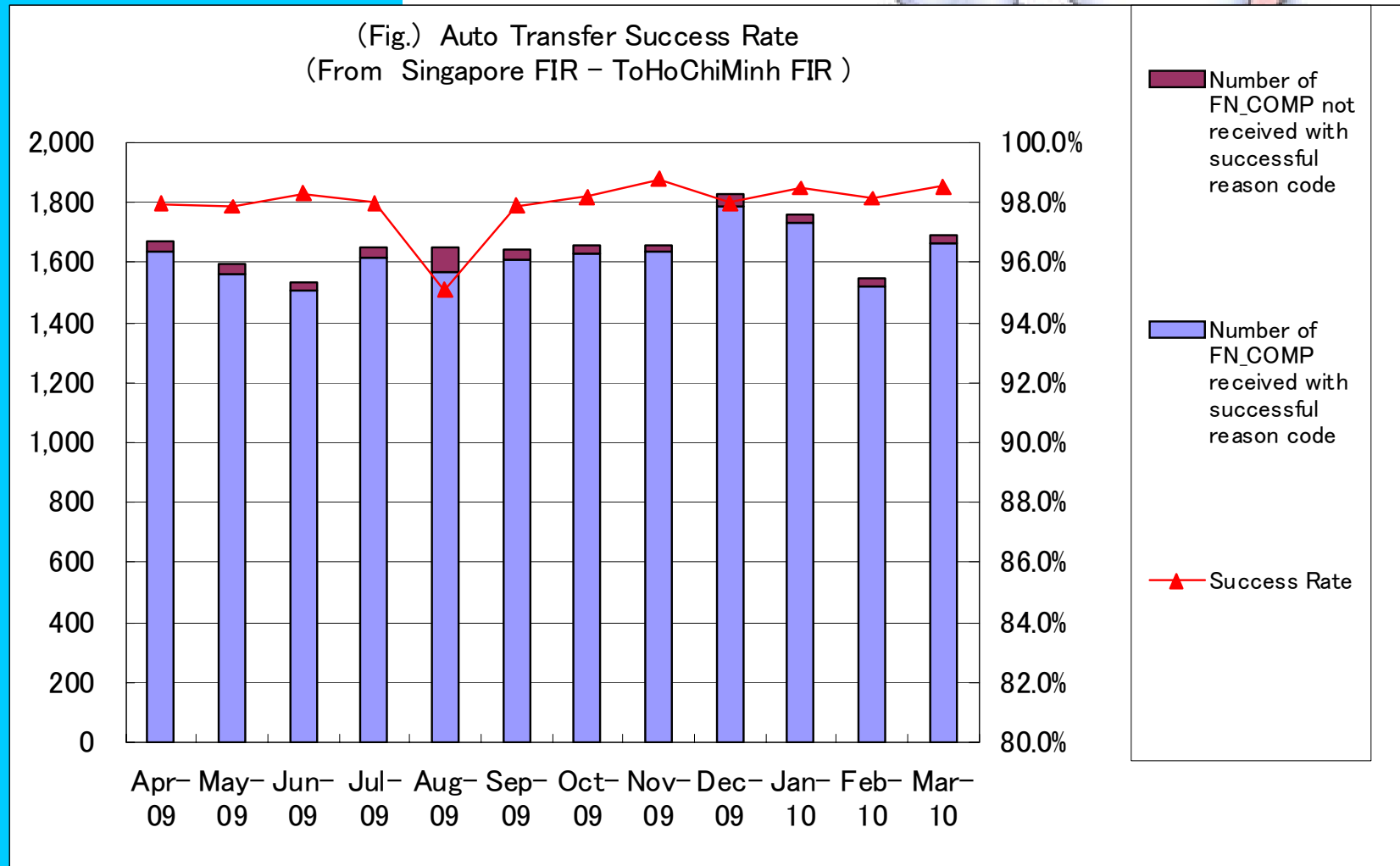
CPDLC Up-link Message Success Rate

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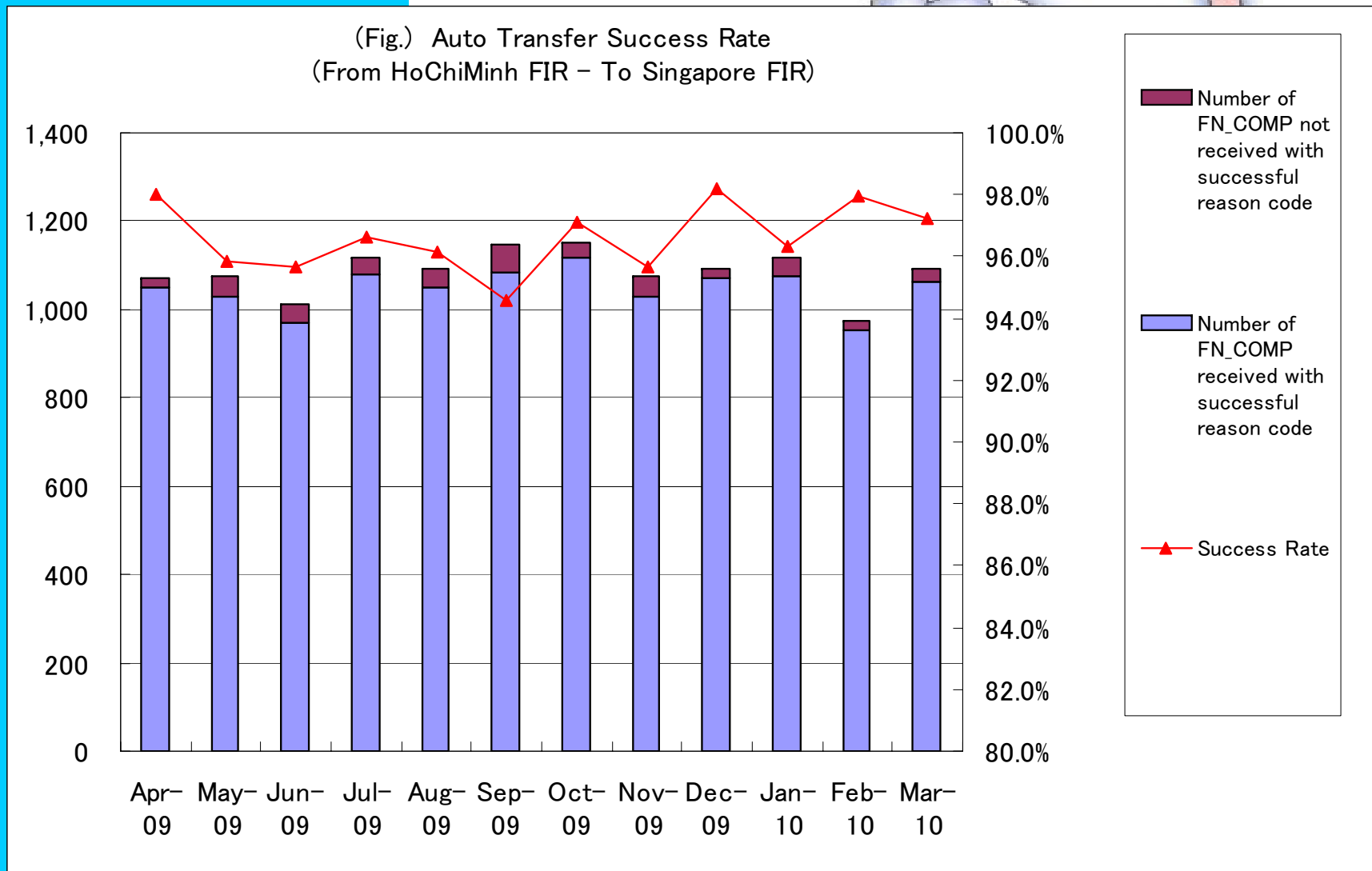
Auto Transfer Success Rate

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Auto Transfer Success Rate

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Thank you for your attention!



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Chart 12